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A

**G U I D E**

BETWEEN

**NEW YORK, PHILADELPHIA,  
BALTIMORE AND WASHINGTON.**

CONTAINING A  
DESCRIPTION OF THE PRINCIPAL PLACES ON THE  
ROUTE, AND TABLES OF DISTANCES.

ACCOMPANIED BY A  
**NEW AND CORRECT MAP,**

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**PRICE 50 CENTS.**

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## DISTANCES

## FROM NEW YORK TO WASHINGTON.

*By Steamboat & Railroad.*

To Bedlow's Island, <i>by</i> <i>Steamboat</i> .....	2
Kills .....	4 6
Newark Bay .....	4 10
Elizabethport .....	2 12
Rahway river .....	4 16
Perth Amboy .....	8 24
<i>South Amboy</i> .....	1 25
Spotswood, <i>by railroad</i> ..	9 31
West's .....	4 38
Hightstown .....	7 45
Centreville .....	4 49
Sand Hills .....	5 54
<i>Bordentown</i> * .....	4 58
Craft's Creek .....	4 62
Burlington .....	7 69
Rankocns river .....	6 75
Camden .....	12 87
PHILADELPHIA .....	1 88
Fort Mifflin, <i>by S. boat</i> ..	9 97
Chester .....	9 105
Marcus Hook .....	4 110
Christiana creek .....	8 118
<i>New Castle, Del.</i> .....	5 123
Glagow, <i>by railroad</i> ..	12 135
<i>Frenchtown</i> .....	4 139
Mouth of Elk river, <i>by</i> <i>Steamboat</i> .....	13 152
Grove Point .....	6 158
Pool's Island .....	16 174
North Point .....	16 190
Fort McHenry .....	10 200
BALTIMORE .....	3 203
Elkridge, <i>by railroad</i> ..	10 213
Vanville .....	17 230
Bladensburg .....	7 237
WASHINGTON .....	6 243

\*To Philadelphia by steam-  
boat, 29 miles.

*By Railroad and Stages.*

To Jersey City .....	1
Hackensack river, <i>by</i> <i>railroad</i> .....	4 5
<i>Newark</i> .....	4 9
Elizabethtown .....	6 15
Rahway .....	5 20
New Brunswick .....	13 33
Kingston, <i>by stage</i> .....	13 46
Princeton .....	3 49
TRENTON* .....	10 59
Morrisville, Penn. ....	1 60
Tyburn, <i>by railroad</i> ..	3 63
Tullytown .....	3 66
Bristol .....	4 70
Dunksville .....	4 74
Frankford .....	9 83
PHILADELPHIA .....	4 87
Darby, <i>by stage</i> .....	7 94
Chester .....	8 102
Marcus Hook .....	5 107
Wilmington, Del. ....	8 115
Newport .....	5 120
Christiana .....	5 125
Newark .....	5 130
Elkton, Md. ....	5 135
North East .....	6 141
Charleston .....	3 144
Havre de Grace .....	7 151
Hall's $\nabla$ Roads .....	5 156
Harford .....	6 162
Little Gun Powder ....	7 169
BALTIMORE .....	16 185
Elkridge, <i>by railroad</i> ..	10 195
Patuxent river .....	12 207
Vanville .....	5 212
Bladensburg .....	7 219
WASHINGTON .....	6 225

\*To Philadelphia by steam-  
boat, 36 miles.

## GUIDE BETWEEN NEW YORK AND WASHINGTON.

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STEAMBOATS in connection with the *Camden and Amboy Railroad Line*, leave several times during the day, from Pier No. 1, north side of the Battery, (office, 14 Washington street,) for South Amboy; a distance of 25 miles. The usual fare through to Philadelphia, \$3.00.

On leaving the Battery, the scene is truly grand, embracing all the beauties for which the Bay of New York is so justly celebrated. The first object of interest after leaving the wharf, which the steamboat passes, is *Bedlows' Island*, which is fortified and garrisoned by U. S. troops. Governor's Island opposite, is also strongly fortified.

As you approach STATEN ISLAND the scenery is still interesting but of a different character. The vessels laying at the *Quarantine Ground* and the buildings attached to the Lazaretto, are in full view; also Tompkinsville and New Brighton. The next object of interest after you enter the *Kills*, is the *Sailors' Snug Harbour*—many a veteran TAR here finds a safe and comfortable home, furnished by the liberality of its founder Capt. Robert R. Randal.

NEWARK BAY, 10 miles from New York, is a large body of water. At the head of the bay the Hackensack and Passaic rivers both empty into it, near each other. On the Passaic, 10 miles from the mouth of the bay lies the flourishing city of Newark.

ELIZABETHPORT, 12 miles from New York, is the first landing the steamboat makes after leaving the city of New York. A railroad commences here which intersects the *New Jersey Railroad* at Elizabethtown, two miles from the landing.

STATEN ISLAND SOUND, extends a distance of 12 miles to

PERTH AMBOY, which is pleasantly situated at the head of the Raritan Bay. This place has advantages as regards a good harbour and access to the ocean, almost equal to the city of New York. The Raritan river empties its waters into the bay at this place and is navigable to New Brunswick, a distance of 15 miles; only 10 miles by land. Shell fish are found in great abundance in Raritan Bay and its vicinity, being celebrated for their good qualities.

SOUTH AMBOY is 25 miles from New York; here commences the *Camden and Amboy Railroad*, which runs through the state of New Jersey to Camden, opposite Philadelphia, a distance of 61 miles. The *Camden and Amboy Railroad Line*, convey passengers from here to New Brunswick, Princeton and Trenton; also to Freehold and Monmouth, N. J.

SPOTSWOOD is 9 miles from South Amboy.

HIGHTSTOWN, 11 miles further by railroad; stages here leave for Freehold, a distance of 12 miles.

CENTREVILLE, 24 miles from South Amboy, and 9 miles from Bordentown.

SAND HILLS is 5 miles further, and 6 miles from Trenton by stage.

BORDENTOWN, 33 miles from South Amboy, is situated on the Delaware river, 7 miles below Trenton, and 29 miles from Philadelphia, by water.—Passengers are generally taken from here to Philadelphia by steamboat, except when the river is closed by ice, and then by railroad to

BURLINGTON 11 miles; this place is delightfully situated on the shore of the Delaware. Nearly opposite is the beautiful village of BRISTOL, Penn.

CAMDEN, the termination of the railroad, is 18 miles further. Directly opposite is the city of Phil-



adelphia: the river here is about one mile wide, which is crossed by commodious steam ferry boats.

Other Routes can be selected by the traveller between New York and Philadelphia. As soon as the railroad is completed between New Brunswick and Trenton, which is in progress, a continued railroad communication will extend from city to city, by means of the *New Jersey Railroad* and the *Philadelphia and Trenton Railroad*. This route will commence at Jersey City, opposite New York, and run through Newark, Elizabethtown, New Brunswick and Trenton in New Jersey: then cross the Delaware river to Morrisville, Penn., and thence through Bristol to Philadelphia.

Other railroads intersect the *New Jersey Railroad*. The *Paterson and Hudson Railroad*, running from Jersey City to Paterson, a distance of 16 miles.—The *Morris and Essex Railroad*, extending from Newark to Morristown, a distance of 22 miles.—The *Elizabethtown and Somerville Railroad*, is to extend from Elizabethport to Somerville.

The following recent trial of speed, shows how fast passengers can be carried by the aid of railroads. The *Express Mail* was recently transported between Philadelphia and Jersey City, with unparalleled speed. The time occupied on the several sections of the route were as follows:

From Phila. to Trenton, (loco-motive en.)	1h. 5m.
“ Trenton to E. Brunswick, (by stage,)	2h. 23m.
“ East Brunswick to Newark, (l. en.)	39m.
“ Newark to Jersey City, (horse pow.)	31m.

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Distance about 85 miles. Total time, 4h. 38m.

A new Line, called the '*Express Mail Pilot Line*,' has commenced running on this route, leaving both cities every morning; going through in 8 hours. Usual fare, \$4.00. Office foot of Courtlandt street,

New York. This line with those already established will be a great accommodation to the travelling public, especially during the winter, and restore to the old post route over New Jersey, a great proportion of its former travel.

The *Delaware and Raritan Canal*, extends from New Brunswick on the Raritan, to Bordentown on the Delaware river; a distance of 42 miles. This is an important chain in the internal navigation of the Union. Vessels of a large burthen can pass through this canal, and in connexion with the *Chesapeake* and *Delaware*, and *Dismal Swamp Canals*, it furnishes a continued inland navigation between the City of New York and Albemarle Sound; a total distance of upwards of 400 miles.

PHILADELPHIA, 87 miles from New York, 98 from Baltimore, and 135 from Washington, ranks as the second city in the Union. It is situated on the west bank of the Delaware river, and extends back nearly two miles to the Schuylkill; it is 105 miles to the mouth of the Delaware Bay and 36 miles to Trenton, the head of steamboat navigation. The largest ships can ascend the Delaware to the city, and it is here nearly a mile wide to Camden, N. J. Seven miles below the city, the Schuylkill river falls into the Delaware; the former is navigable for brigs and schooners to the permanent bridge, where it is about 500 feet wide. The city is regularly laid out into squares, with streets crossing at right angles. The city proper, is bounded on the north and south by Vine and Cedar streets. The extensive suburbs of the Northern Liberties, Kensington on the north, and Southwark on the south, form together with the city about three square miles of close buildings; containing in 1830 a population of 167,811 inhabitants.

The streets are generally well paved with round

stones, varying in width from fifty to one hundred and twelve feet. The sidewalks of brick, are all kept remarkably clean. The houses are very uniform and commodious, being generally three stories high, built of brick, with white marble steps and window sills. Chestnut and Arch streets are considered among the most elegant promenades in the United States. The principal business is done on the Delaware side, but since the improvements on the Schuylkill by canals, and the extension of the coal trade from the interior, the western part of the city has very much improved. Stores and wharves have been built, and numerous commodious dwellings have been erected near that river. The railroad constructed by the state extending from Philadelphia to Columbia, a distance of 81 1-2 miles, in connexion with other railroads in progress, is a great benefit to the west side of the city.

The number of houses for public worship, is about 100 of different denominations; although generally plain edifices, many of them are fine specimens of architecture. The charitable institutions are numerous, and this city is noted for the philanthropical disposition of its citizens. The Pennsylvania Hospital, the Dispensaries, the Alms Houses, Orphan Asylums, Institutions for the Deaf and Dumb, Lunatic Asylum, Humane Society, Saving Fund Society, besides many other moral and religious institutions, are particularly worthy of notice. The literary institutions are also highly respectable; among others, the Athenæum, the Philosophical Society, Academy of Fine Arts, Academy of Natural Science, several Libraries, Franklin Institute, Medical Society, College of Physicians, College of Pharmacy, Musical Fund, &c. Numerous literary journals, and daily and weekly newspapers, are published. There are also in Philadelphia some

of the largest publishers of books in the United States. Peale's museum contains one of the largest collections of natural curiosities in America. A celebrated painting, by Mr West, of Christ healing the sick, and presented by him to the Pennsylvania Hospital, is exhibited in a building erected for the purpose, for the benefit of that institution.

Institutions for education abound in Philadelphia, from colleges and academies down to common schools. The University of Pennsylvania Ninth street, is a very respectable institution, incorporated in 1755, and a new charter was granted in 1779. Dr. Franklin was one of the original founders of the institution. The annual number of graduates, is about 100. Jefferson Medical College was founded in 1825, and a Law Academy in 1821. The Friends have numerous schools; besides these there are public schools, Sunday schools, &c. established by various societies and individuals. The city has, however, lately received a most munificent bequest for the establishment of a college for orphans, by the will of the late Stephen Girard, Esq., who died in 1831, leaving the largest portion of his immense wealth, consisting of several millions of dollars, to the city of Philadelphia, principally for the above purpose. In addition to the public buildings, before mentioned, there are a number others of elegance and interest. See "*Picture of Philadelphia.*"

The water works of Philadelphia are deservedly celebrated for their superiority over those of any city in America. The water of the Schuylkill is elevated by means of a dam thrown across the river, which affords a power sufficient to raise the water in pipes to the top of an eminence on the bank of the river, called Fair Mount, from whence it is conducted in iron pipes to all parts of the city.

# FROM PHILADELPHIA TO PITTSBURG, via HARRISBURG.

## By Railroad and Stage.

To Buck's Tavern . . . . .	11	
Spread Eagle . . . . .	5	16
Paoli . . . . .	4	20
Warren . . . . .	2	22
Valley Creek . . . . .	7	29
Downingville . . . . .	3	32
Coatsville . . . . .	8	40
Gap Tavern . . . . .	12	52
Soudersburg . . . . .	9	61
Lancaster . . . . .	9	70
Mountjoy . . . . .	12	82
Elizabethtown . . . . .	7	89
Middletown . . . . .	3	92
High Spire . . . . .	3	95
HARRISBURG . . . . .	6	101
Hogestown . . . . .	9	110
Carlisle . . . . .	9	119
Stoystown . . . . .	13	132
Shippensburg . . . . .	8	140
Green Village . . . . .	6	146
Chambersburg . . . . .	5	151
St. Thomas . . . . .	9	160
Louden Town . . . . .	6	166
McConnellsburg . . . . .	7	173
Juniata Crossing . . . . .	20	193
Bedford . . . . .	15	208
Schellsburg . . . . .	9	217
Stoys Town . . . . .	20	237
Laughlin Town . . . . .	16	253
Youngs Town . . . . .	13	266
Greensburg . . . . .	10	276
Adamsburg . . . . .	6	282
Stewartsville . . . . .	7	289
PITTSBURG . . . . .	20	309

## By Railroad and Canal.

To Lancaster, by rail- road . . . . .	70	
Columbia . . . . .	12	82
Marietta, by canal . . . . .	3	85
Bainbridge . . . . .	6	91
Middletown . . . . .	8	99
HARRISBURG . . . . .	9	108
Juniata river . . . . .	16	124
Newport . . . . .	10	134

Thompsontown . . . . .	11	145
Mexico . . . . .	7	152
Mifflintown . . . . .	4	156
Lewistown . . . . .	14	170
Waynesburg . . . . .	14	184
Aughwick Falls . . . . .	12	196
Huntingdon . . . . .	17	213
Petersburg . . . . .	7	220
Alexandria . . . . .	7	227
Williamsburg . . . . .	13	240
Frankstown . . . . .	10	250
Hollidaysburg . . . . .	3	253
Inclined Plane No. 10, by railroad . . . . .	4	257
Inclined Plane No. 6 . . . . .	6	263
Mountain Bridge . . . . .	9	272
Ebensburgh Bridge . . . . .	3	275
Staple Bend Tunnel . . . . .	10	285
Johnstown . . . . .	5	290
Laurel Hill, by canal . . . . .	6	296
Lockport . . . . .	10	306
Blairsville . . . . .	13	319
Saltzburg . . . . .	16	335
Warrentown . . . . .	12	347
Leechburg . . . . .	10	357
Freeport . . . . .	5	362
Logan's Ferry . . . . .	13	375
Pine creek . . . . .	12	387
PITTSBURG . . . . .	7	394

# PHILADELPHIA TO TRENTON.

## By Steamboat.

Bridesburg . . . . .	6	
Burlington, N. J. . . . .	12	18
Bristol, Penn. . . . .	1	19
Bordentown, N. J. . . . .	10	29
TRENTON . . . . .	7	36

# PHILADELPHIA TO CAPE MAY.

## By Water.

Chester . . . . .	18	
New Castle . . . . .	17	35
Delaware City . . . . .	6	41
Port Penn . . . . .	5	46
Bombay Hook . . . . .	11	57
Egg Island . . . . .	20	77
Cape May Light House . . . . .	24	101
Cape Island . . . . .	4	105

On leaving Philadelphia for Baltimore, the traveller has his choice of going by railroad and stage, via Wilmington and Havre de Grace, thence to Baltimore, a distance of 98 miles; or proceeding down the Delaware, by steamboat to

CHESTER, 18 miles, where the steamboat first lands, thence to

NEW CASTLE, 35 miles from Philadelphia; here commences the *New Castle and Frenchtown Railroad*. It extends from New Castle on the Delaware river, to Frenchtown in the state of Maryland, a distance of 16 miles; affording a direct communication between the Delaware and Chesapeake Bays. It is nearly parallel to the *Delaware* and *Chesapeake Canal*, which crosses a few miles below.

FRENCHTOWN, 16 miles from New Castle, lies on Elk river which empties into the Chesapeake Bay 13 miles below. The railroad here terminates, and the traveller then takes a steamboat direct for Baltimore, a distance of 64 miles, through the CHESAPEAKE BAY. This large body of water, which receives the waters of the Susquehanna, Potomac, James river, and numerous other tributary streams, communicates with the ocean between Cape Charles and Cape Henry, a distance of about 200 miles from its head; its average width above the Potomac is about 10 miles; below this point it increases to 20 miles and upwards. The Chesapeake is usually obstructed by ice for two or three months during the winter; recently however strong efforts have been made, partly successful, to keep open a communication with Baltimore, by means of steamboats, prepared expressly to ply through the ice.

PATAPSCO BAY, at the head of which is situated the City of Baltimore, communicates with the Chesapeake, 13 miles below the city, between North Point and Bodkin Island.

FORT MCHENRY, 3 miles below Baltimore is advantageously situated and strongly fortified. This fort was attacked by the British fleet under Admiral Cockburn, in 1814, who were repulsed; and the British army defeated under Gen. Ross, who was killed in the engagement, a few miles below Baltimore; having previously landed at North Point, preparatory to a meditated attack on the city.

BALTIMORE is the third city, in population, in the United States, and one of the principal commercial ports in the Union. This city is admirably situated for foreign and internal commerce, and the amount of shipping employed in the foreign and coasting trade is very great. The exports consist principally of flour, grain, tobacco and pork. The population of Baltimore has increased rapidly. In 1775, it was 5,934; in 1790, 13,503; in 1800, 26,514; in 1810, 46,555; in 1820, 62,738; in 1830, 80,625.

The public buildings are numerous, and some of them elegant, including many houses for public worship for various denominations of christians. There are two elegant stone monuments, one erected to the memory of Gen. Washington, 160 feet high, and the Battle Monument, in memory of the citizens who fell in the defence of the city when attacked by the British under Gen. Ross, in September, 1814. The principal part of the city is handsomely built; the houses generally are of brick, and in good taste. Baltimore is the seat of numerous mills and manufactories, some of which are very extensive.

A magnificent work is now being constructed from this city to the Ohio River, namely, the *Baltimore and Ohio Railroad*, to extend to Pittsburg, Penn. a distance of 325 miles; which, when completed will add immensely to the trade of the city. Another railroad is also in progress from this city, to the Susquehanna river.

FROM BALTIMORE TO WHEEL-  
ING, Vir.

<i>By Railroad and Stage.</i>	
To Elkridge Landing, <i>by railroad</i> .....	10
Ellicott's .....	8 18
Marriotsville.....	8 26
Sykesville .....	4 30
Ridgeville .....	10 40
Frederick .....	17 57
Middletown, <i>by stage</i> ..	8 65
Boonesboro .....	8 73
Hagerstown .....	9 82
Clear Spring.....	11 93
Hancock .....	13 106
Becansville .....	17 123
Flintstone .....	10 133
Cumberland.....	13 146
Frostburg .....	10 156
Little Crossing.....	10 166
Somerfield, Penn.....	19 185
Union Town .....	21 206
Brownsville .....	12 218
Beallsville .....	8 226
Hillsboro .....	3 229
Washington .....	11 240
Claysville .....	11 251
West Alexandria .....	6 257
Triadelphia, Vir.....	10 267
WHEELING.....	9 276

## BALTIMORE TO HARRISBURG.

Hereford .....	21
Weisesburg .....	3 24
Strasburg, Penn. ....	10 34
Logansville .....	7 41
York .....	7 48
York Haven .....	10 58
New Cumberland.....	11 69
HARRISBURG .....	3 72

BALTIMORE TO PITTSBURG.  
*By route of the Baltimore &  
Ohio Railroad.*

To near Frederick, <i>completed</i> .....	54
Harper's Ferry, <i>do.</i> ....	26 80
Williamsport .....	30 110

Hancock .....	25 135
Cumberland .....	50 185
Connellsville, Penn. ..	80 265
PITTSBURG .....	60 325

## BALTIMORE TO ANNAPOLIS.

Sweetzer's Bridge....	4
Brotherton .....	16 20
ANNAPOLIS .....	10 30

## BALTIMORE TO NORFOLK.

*By Steamboat.*

Fort McHenry .....	3
North Point .....	10 13
Stoney Point.....	8 21
Sandy Point .....	6 27
Thomas' Point.....	10 37
Three Sisters.....	6 43
Herring Bay.....	7 50
Sharp's Island .....	9 59
Cove Point.....	20 79
Cedar Point .....	10 89
Point Lookout, <i>nouth</i> <i>of the Potomac</i> .....	17 106
Smith's Point.....	11 117
NORFOLK .....	81 198

## BALTIMORE TO PHILADELPHIA.

Little Gun Powder ....	16
Harford .....	7 23
Hall's Roads .....	6 29
Havre de Grace .....	5 34
Charleston .....	7 41
Northeast .....	3 44
Elkton.....	6 50
Newark, Del. ....	5 55
Christiana .....	5 60
Newport .....	5 65
Wilmington.....	5 70
Marcus Hook, Penn. ..	8 78
Chester .....	5 83
Darby .....	8 91
PHILADELPHIA .....	7 98

*By Water.*

Chesapeake City.....	60
Delaware City, <i>by canal</i> 14	74
PHILADELPHIA .....	41 115



The usual and most expeditious route from Baltimore to the City of Washington, is by the *Baltimore and Washington Railroad*; it is a branch of the *Baltimore and Ohio Railroad*, which it leaves at Elkridge Landing, and then passes in a south-west direction, through Bladensburg to Washington; a distance of 40 miles.

WASHINGTON CITY, the capitol of the United States of America; situated in the district of Columbia, on the Maryland side of the Potomac, 295 miles, by that river and Chesapeake bay, from Atlantic Ocean, 38 miles by land from Baltimore, 136 from Philadelphia, and 224 from New York. The location of the city is on a point of land formed by the junction of the eastern branch with the Potomac, and the site extends over two miles up each of these rivers. On the N. W. is Georgetown, from which it is separated by Rock Creek, and the two places are connected by bridges. A new bridge is about being constructed over the Potomac from the city, in place of the old one, which was about a mile in length. It joins the road leading to Alexandria, which city is 7 miles below, on the river. A canal passes through Washington, from the Potomac to the eastern branch, following in part the course of a small stream called the Tiber. The *Ohio and Chesapeake Canal* terminates at Georgetown, but it is contemplated to extend it to Alexandria, and to carry it across the Potomac by an aqueduct.

The city was planned, in 1791, by Pierre C. L'Enfant, under the direction of George Washington, then President of the United States from whom it takes its name. By this plan, which has not been perfectly carried out, seven spacious avenues were laid out, to diverge from the capitol as a centre, and five avenues form rays from the President's house;

the latter building and the capitol being each situated on beautiful eminences, about one mile and a half apart, and connected by Pennsylvania avenue, now the principal and most showy street in the city, beautifully shaded with trees. The avenues are named after different states of the Union, and crossed by streets running north and south, named after the letters of the alphabet, and others running east and west, which are called after numbers, as *First Street, East and West, &c.* The avenues and streets leading to the public places, are from 120 to 160 feet wide, divided into shaded walks and carriage ways; the other streets are from 70 to 110 feet wide. The ground on which the city is built is high, airy and salubrious; but only a small part of the extensive site is yet covered with buildings. The population in 1830, was 18,837.

The principal buildings belonging to the United States, are the Capitol, the President's House, four buildings near the President's House, for the accommodation of the principal departments and subordinate offices of the government; and the General Post Office,\* (in which is the Patent Office,) about equi-distant from the Capitol and the President's House. There are also belonging to the U. States, a very extensive Navy Yard, Marine Barracks, a Magazine, Army Arsenal and Laboratories for Arms, and a Penitentiary. The Capitol is a massy and imposing building of the Corinthian order, constructed of white free-stone, in a superior style. It is situated, as before stated, on Capitol Hill, and at the western extremity of a beautiful square, 73 feet above tide. It is composed of a central edifice and two wings, the front being 350 feet, and the depth of the wings 121 feet. In the centre is the Rotunda, 90

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Destroyed by fire, Dec. 15, 1836.

feet in diameter, and the same in height to the top of the dome. 'The Representatives' Hall is a magnificent apartment 95 feet in length, and 60 feet in height. It is of a semi-circular form, and the dome and galleries are supported by beautiful variegated marble pillars, the marble having been found on the banks of the Potomac. The Senate chamber is of a similar form, 74 feet in length. The cost of the Capitol was over \$2,000,000; it is considered the most splendid building in the United States. The President's House is an elegant mansion, of white freestone, two stories high, with a lofty basement; being 180 feet long, by 85 wide. It stands elevated in the centre of a large reservation of ground, from which the view to the south is very beautiful and picturesque.

The Library of Congress is kept in the Capitol, and contains about 10,000 volumes. There is a City Hall belonging to the city, which is a spacious edifice, 250 feet by 50. There are about 20 places of public worship, several public schools, a city library, a female orphan asylum, a theatre, an assembly room, a museum, gallery of paintings, baths, four banking houses, and several very extensive hotels, which are generally well kept, and thronged with inmates from every quarter of the Union, during the session of Congress. Steamboats ply constantly to Norfolk, Baltimore, Potomac creek and Alexandria. Cars and stages leave for Baltimore, and in other directions, several times during the day.

The city is well supplied with good water, partly from springs, by wood and iron pipes; the markets are furnished with abundance of meats, fish, fruits and vegetables.

The city was incorporated by Congress, in May, 1802; and is governed by a mayor, board of aldermen and common council, elected by the citizens.

## FROM WASHINGTON TO NORFOLK, Vir.

To Alexandria, D. C. . . .	6
Mount Vernon, Vir. . . .	8 14
Crane Island. . . . .	12 26
Sandy Point, Md. . . . .	8 34
Boyd's Hole, Vir. . . . .	18 52
Mathias Point . . . . .	8 60
Cedar Point, Md. . . . .	7 67
Blackstone's Island. . . .	19 86
Piney Point. . . . .	12 98
Point Lookout . . . . .	10 108
Roger Point, Vir. . . . .	6 114
Smith's Point . . . . .	5 119
Windmill Point . . . . .	21 140
Gwynn's Island . . . . .	7 147
Point no Point . . . . .	6 153
New Point Comfort . . . .	9 162
Back River Point . . . . .	12 174
Old Point Comfort . . . .	10 184
Craney Island . . . . .	9 193
NORFOLK . . . . .	7 200

## WASHINGTON TO RICHMOND.

To Potomac creek, <i>by</i>	
<i>steamboat</i> . . . . .	50
Fredericksburg <i>by r. r.</i> . .	11 61
Vielleboro. . . . .	14 75
Bowling Green . . . . .	9 84
Hanover Court House . . .	23 107
RICHMOND . . . . .	20 127

## WASHINGTON TO HARPER'S FERRY.

Broad river. . . . .	21
Leesburg. . . . .	10 31
Waterford. . . . .	7 38
Hillsboro. . . . .	5 43
Harper's Ferry . . . . .	9 52

## WASHINGTON TO PITTSBURG. Chesapeake and Ohio Canal.

To the Point of Rocks . . .	50
Harper's Ferry. . . . .	14 64
Antietam Creek. . . . .	10 74
Williamsport. . . . .	38 112
PITTSBURG, <i>by proposed route.</i> . . . .	230 342

WASHINGTON TO N. ORLEANS. *By Mail Route.*

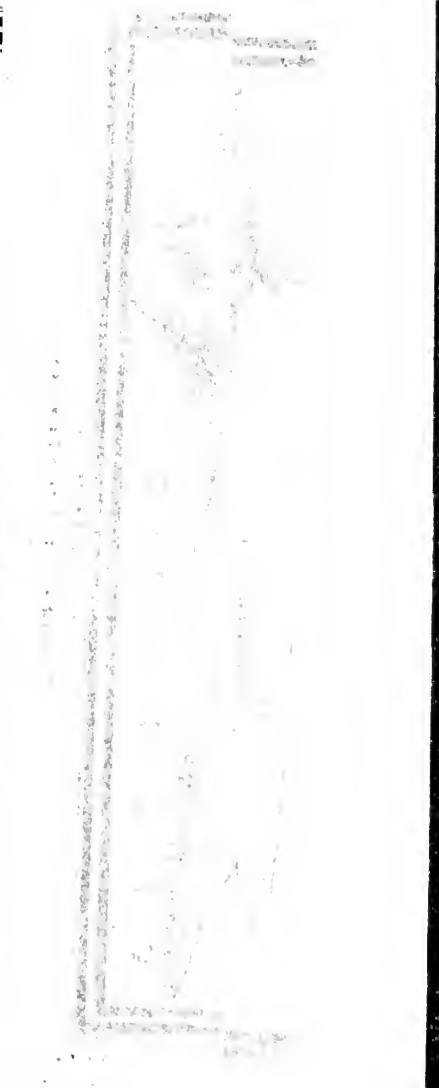
Richmond, Vir. . . . .	122
Halifax, N. C. . . . .	94 216
Fayetteville . . . . .	131 347
Cheraw, S. C. . . . .	65 412
Camden . . . . .	55 467
Columbia. . . . .	33 500
Augusta, Geo. . . . .	80 580
Milledgeville. . . . .	90 670
Columbus . . . . .	124 794
Montgomery, Al. . . . .	100 894
Mobile . . . . .	185 1079
NEW ORLEANS, Lou. . . .	146 1125

WASHINGTON TO EASTPORT. *By Mail Route.*

Baltimore, Md. . . . .	40
Wilmington, Del. . . . .	70 110
Philadelphia, Penn. . . .	28 138
Trenton, N. J. . . . .	27 165
New Brunswick . . . . .	27 192
New York. . . . .	33 225
New Haven, Conn. . . . .	76 301
Hartford. . . . .	37 338
Worcester, Mass. . . . .	58 396
Boston . . . . .	39 435
Portsmouth, N. H. . . .	60 495
Portland, Me. . . . .	54 549
Belfast . . . . .	111 660
Eastport. . . . .	130 790

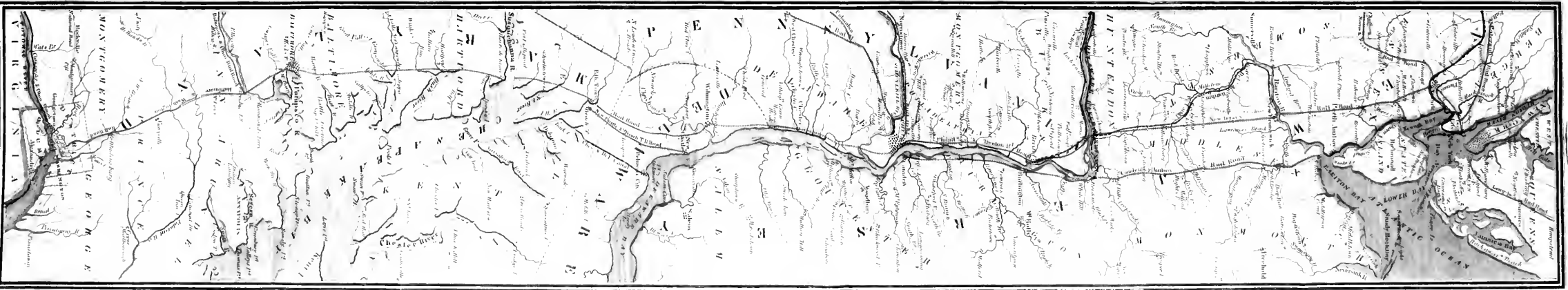
WASHINGTON TO ST. LOUIS. *via National Road.*

Frederick, Md. . . . .	43
Cumberland. . . . .	89 132
Union, Penn. . . . .	61 193
Washington . . . . .	36 229
Wheeling, Vir. . . . .	35 264
Zanesville, O. . . . .	72 336
Columbus . . . . .	60 396
Springfield . . . . .	43 439
Indianapolis, In. . . . .	134 573
Terre Haute. . . . .	82 655
Vandalia, Il. . . . .	126 781
Alton, <i>on the Mississippi river</i> . . . . .	60 841
St. Louis, Mo. . . . .	20 861





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NEW YORK & WASHINGTON.  
DRAWN BY I. SMITH, Geographer.



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